

CENTRAL INTELLIGENCE AGENCY

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Shipbuilding in East Germany

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SOURCE

1. In October 1953, three types of special ships recently put into operation, were available to improve the East German waterways and the East German maritime ports of Rostock-Warnemuende, Wismar and Stralsund. One was a self-propelled partially welded and partially riveted, seagoing ladder dredge with an over-all length of 51 meters; a length between perpendiculars of 50 meters; a molded beam of 9.5 meters; a molded depth of 3.5 meters; a designed draft of 2 meters; a maximum draft of 2.2 meters; and a designed displacement of 738 tons. She had a crew of 22 men and attained a speed of 10 knots. She could dredge 400 cubic meters of light sand per hour in the offing, even with sea force 3 or 4. Spoil was conveyed through a chute into a bottom dump scow tied up alongside the dredge. The average dredging depth was 12 meters. The spoil consisted of sand, gravel, heavy clay or marl. Tough clay and hard rock could also be handled. The dredging depth could be increased to 14 meters by displacing the top tumbler. The dredge ladder had an inclination of 45 degrees. The other vessel built was a dredge tug for towing floating dredge gear. This vessel was built on the combined riveting and welding method. Her length over all was 28.2 meters and her length between perpendiculars was 25 meters. The molded beam was 6.35 meters and the beam on the waterline was 6 meters. The molded depth was 3.80 meters. The designed draft was 2.5 meters and the draft with full equipment was 2.67 meters. The fuel capacity was 15 cubic meters. Her speed without tow was 11 knots. Her crew consisted of 9 men. The third vessel was a bottom dump scow with a capacity of 1,000 cubic meters. This undecked vessel was built on the combined principle and was planned to be used for carrying spoil in coastal and inland waters. Her over-all length was 25.50 meters and her length at the water line was 21.70 meters. The maximum beam was 5.54 meters and the molded beam was 5.40 meters. The molded depth amidships was 1.95 meters; the draft in ballast was 0.45 meters; and the draft at full load was 1.50 meters. The seagoing dredge and the dredge tug were powered by Diesel engines. All these vessels were priority constructions carried out by Volkswerften (people's shipyards), in Stralsund and Branzenburg/Havel.
2. Shipbuilding in East Germany increasingly used light material which allegedly improved the operating safety of seagoing ships as well as the relation between useful load and dead load and the ship's speed. Source thought that since aluminum was almost exclusively used as a makeshift for copper, the main reason for this increased use in East Germany was the shortage of copper. Source stated that technical standards, quality specifications and delivery conditions for the chemical composition and physical qualities of light metal and light metal alloys had been

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prepared for use in shipbuilding. Series of experiments to produce corrosion-resisting compositions were also continually carried out at the Volkswerften (people's shipyards) in Stralsund, Wismar and Rostock-Farnemuende to find out ways and means to make possible the combination of these light metals and alloys among themselves and with heavy metals and steel by welding, wetting and riveting. Other experiments were made at the electro-chemical combine in Bitterfeld to give a permanent surface protection to aluminum and light metals and their alloys used in shipbuilding. These experiments were made with oil film coating, chemical-electrolytical dipping processes and varnish coatings.

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